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Fri., April 20, 1984      S.F. Progress B5 ,8

**EIR REQUIRED**  
The initial evaluation conducted by the Department of City Planning determined that the following project may have a significant effect on the environment and that an Environmental Impact Report (EIR) must be prepared:

83-88E: 19th Avenue and Winston Drive; Assessor's Block/Lots 7295/4, 6, 7, 19; 7286/5-9. Expansion and renovation of the Stonestown Shopping Center. New construction, including a major department store of about 150,000 gross square feet; 157,000 gross square feet in a new second floor above existing buildings; a 248,000 gross square foot parking garage (780 spaces); conversion to 154,500 gross square feet of basement retail storage and loading to 350 parking spaces; relocation of 4 loading spaces; enclosure of the existing mall to contain 64,000 gross square feet of covered pedestrian areas; construction of a new access road from 19th Avenue; lowering of a portion of Winston Drive; and restructuring of existing parking to add 220 spaces.

ALEC S. BASH  
Environmental Review Officer  
83-832E  
April 20, 1984-1t  
N55768—Apr. 20

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Stonestown Shopping  
Center, renovation and  
1984.



# DEPARTMENT OF CITY PLANNING 450 McAllister St. - 5th Floor

(415) 558-5260

NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED

Date of this Notice: April 20, 1984

Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Carol Roos

Tel: (415) 558-5261

Project Title: 83.98E  
Stonestown Shopping Center  
Renovation and Expansion

Project Sponsor: The Stoneson Development Corp.  
Project Contact Person:  
Mr. Art Schumacher

Project Address: Nineteenth Avenue and Winston Drive

Assessor's Block(s) and Lot(s): A/B 7295:Lots 4,6,7,19;A/B 7296:Lots 5-9.

City and County: San Francisco.

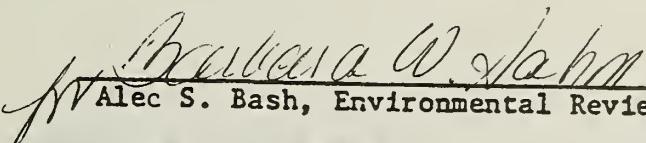
Project Description: Expansion and renovation of the Stonestown Shopping Center. New construction, including a major department store of about 150,000 gross sq.ft.; 157,000 gross sq.ft. in a new second floor above existing buildings; a 248,000 gross sq.ft. parking garage (780 spaces); conversion of 154,530 gross sq.ft. of basement retail storage and loading to 350 parking spaces; relocation of 4 loading spaces; enclosure of the existing mall to contain 64,000 gross sq.ft. of covered pedestrian area; construction of a new access road from 19th Avenue; and lowering of a portion of Winston Drive.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

Please see attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: April 30, 1984.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

  
Alec S. Bash, Environmental Review Officer

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## INITIAL STUDY

### STONESTOWN SHOPPING CENTER RENOVATION AND EXPANSION

83.98E

April 16, 1984

#### I. PROJECT DESCRIPTION

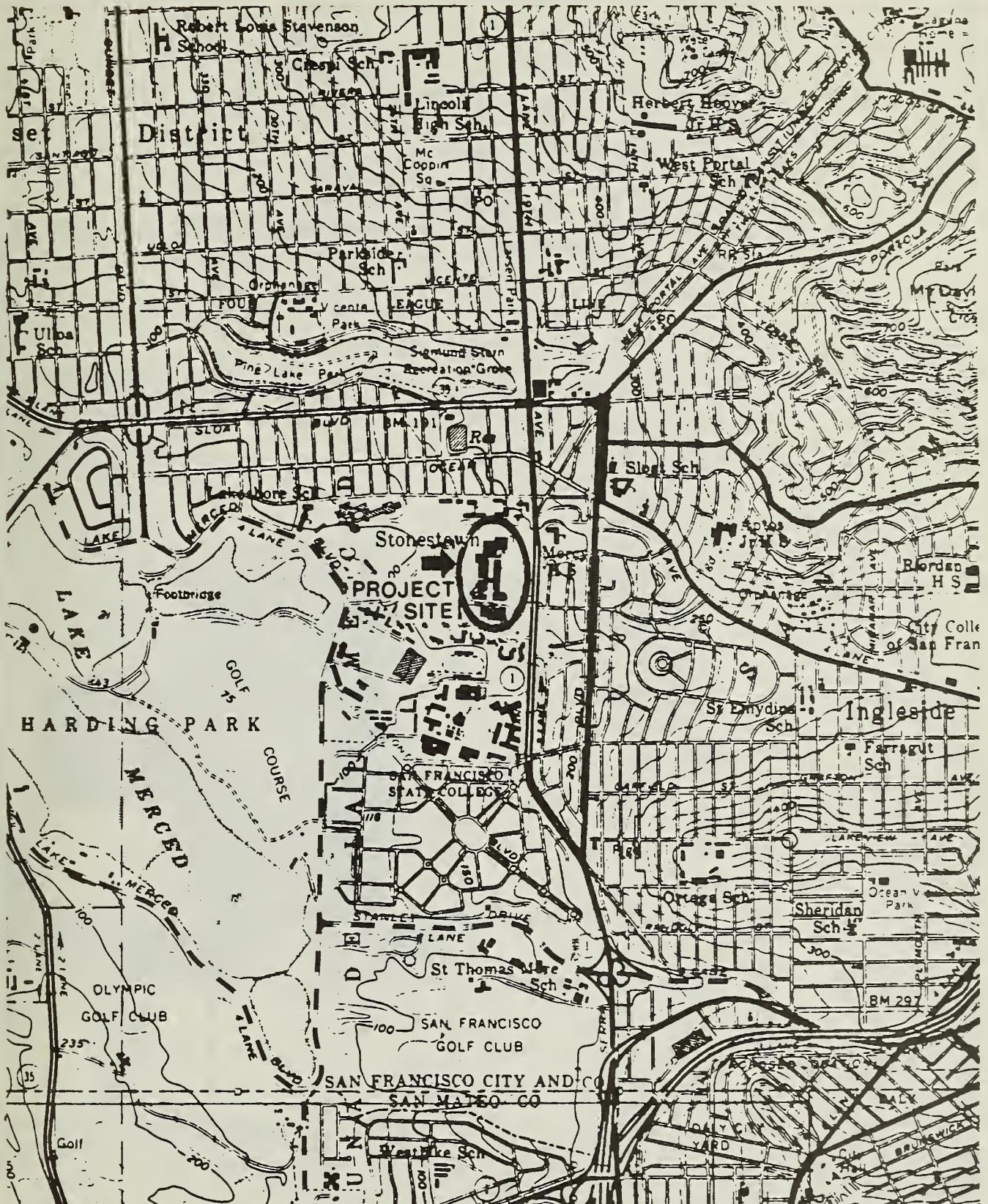
The Stoneson Development Corporation proposes to expand and renovate the Stonestown Shopping Center, a regional shopping center located at 19th Avenue and Winston Drive in the southwesterly area of San Francisco (see Figure 1, page 2). The site, which is bounded by 19th Avenue, Eucalyptus Drive, Buckingham Way and Winston Drive, includes Lots 4, 6, 7 and 19 in Assessor's Block 7295, and Lots 5 through 9 in Assessor's Block 7296. The project site is in a C-2 (Community Business) district.

The project (see Figures 2 and 3, pages 3 and 4) would include construction of a new department store west of the existing mall that would be four floors in height (including a mezzanine floor), and would include a basement level with entry on Winston Drive.

A new retail area would be located in a new second floor above the existing mall level shops and in part of the existing exterior mall at grade. Existing mall level retail stores would be renovated, and the mall would be enclosed. Service areas for truck loading/unloading would provide three truck loading spaces at each of the four corners of the mall building (total: 12 truck spaces).

A new parking garage would be located west of the existing mall and north of the proposed department store, which would have three levels above grade, with a capacity of 260 cars per level, or 780 total spaces. The existing basement under the mall now used for retail storage and loading would provide parking for 350 cars and provide service areas for five trucks. A new ramp would be constructed down to the basement parking from the existing parking area east of the mall. A new access road from 19th Avenue into the shopping center is





## SITE LOCATION MAP

0 2,000 4,000  
scale ft.

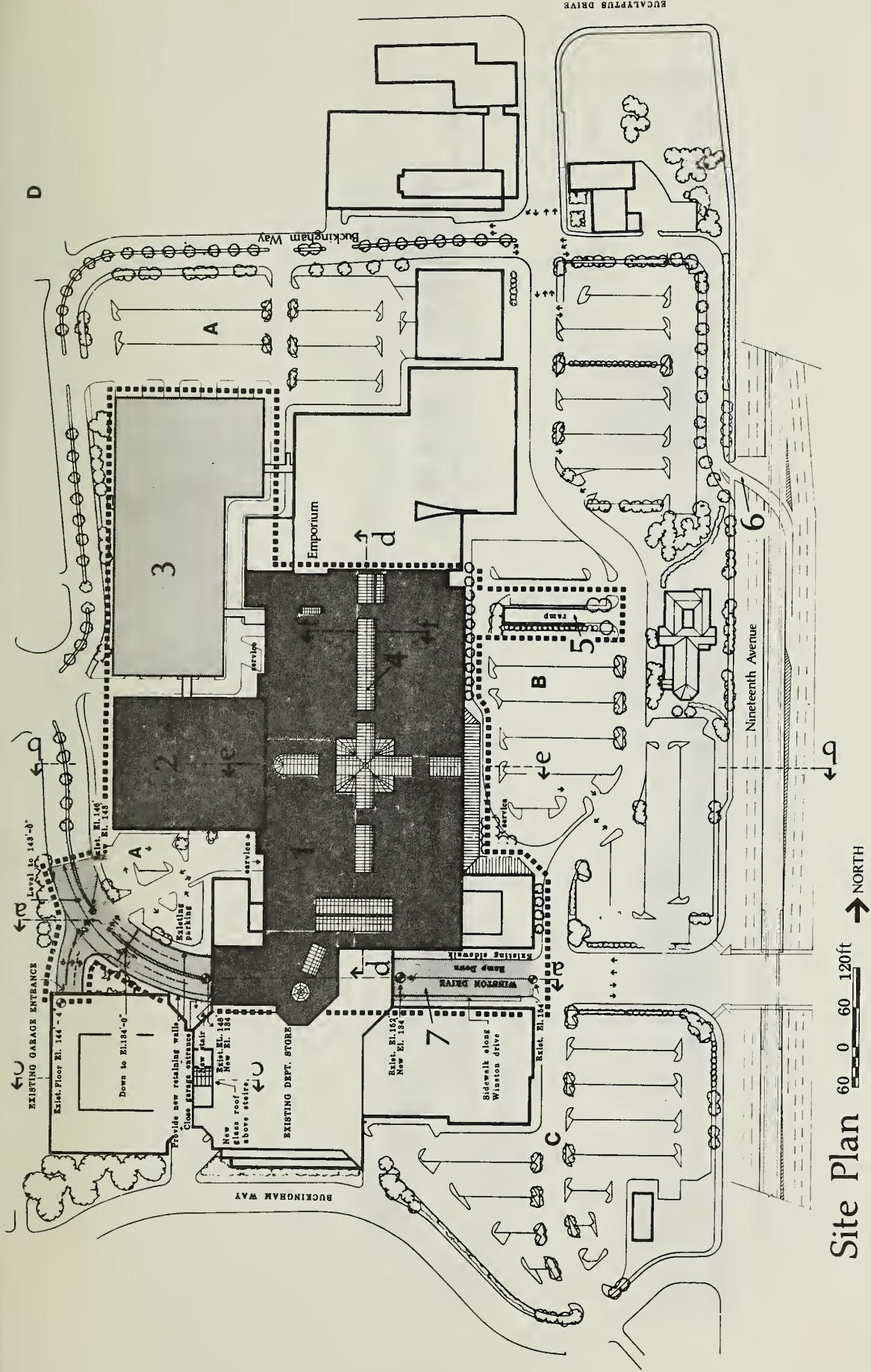
2



FIGURE 1

Source: W.Liskamm





## Site Plan → NORTH

LEGEND

- 1** PROPOSED SECOND LEVEL SHOPS      **2** PROPOSED DEPARTMENT STORE  
**3** PROPOSED PARKING GARAGE      **4** PROPOSED MALL ENCLOSURE  
**5** PROPOSED RAMP DOWN TO BASEMENT PARKING      **6** PROPOSED ACCESS ROAD  
**7** PROPOSED LOWERING OF WINSTON DRIVE  
**.....** AREA PROPOSED FOR NEW CONSTRUCTION AND RENOVATION

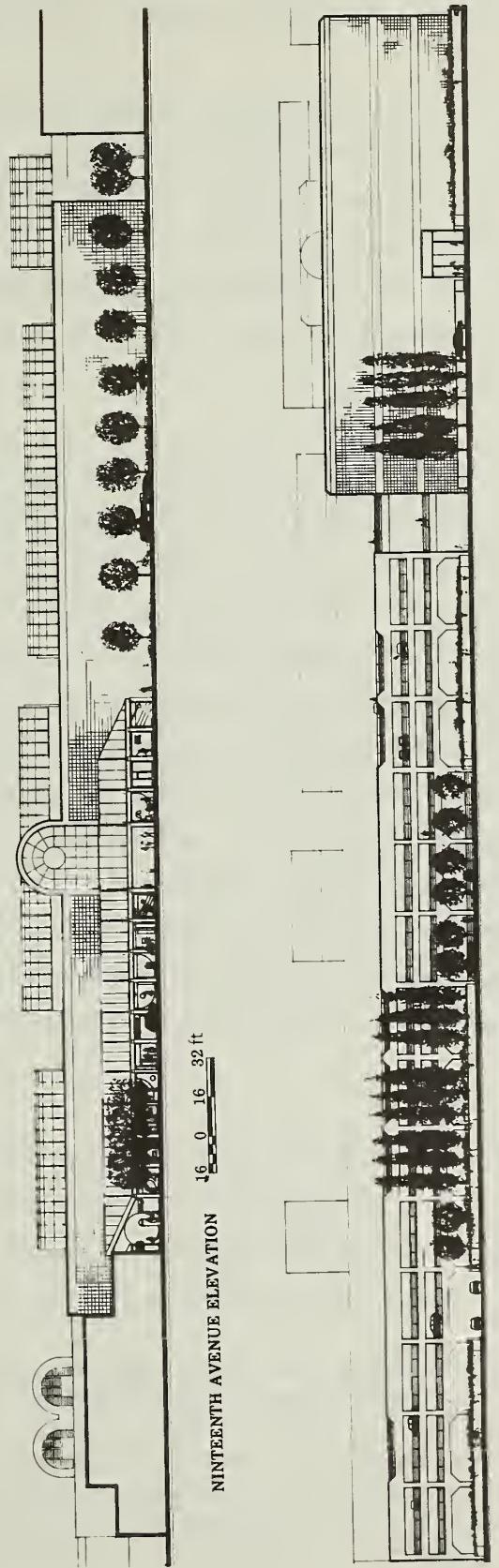
SOURCE: FIELD/GRUZEN  
Associated Architects, Planners

Figure 2

A very faint, light gray watermark-like image of a classical building with four prominent columns and a triangular pediment occupies the background of the entire page.

Digitized by the Internet Archive  
in 2014

<https://archive.org/details/stonestownshoppi2019sanf>



SOURCE: FIELD/GRUZEN  
Associated Architects, Planners

FIGURE 3  
PROPOSED PROJECT ELEVATIONS



proposed. Winston Drive would be depressed near the existing Bullock's department store to permit pedestrian crossing at grade in this area.

The proposed department store would add approximately 150,000 gross square feet of area, the proposed parking garage would add approximately 248,000 gross square feet and approximately 157,000 gross square feet would be added to the existing mall buildings. Enclosure of the existing mall would provide a covered pedestrian area of approximately 64,000 gross square feet in an area that is now exterior space. Approximately 154,530 gross square feet of basement would be converted to parking.

The proposed project would add approximately 256,982 square feet of Gross Leasable Area (GLA) (a department store of 150,000 square feet of GLA, and a retail area of 106,982<sup>1</sup> square feet of GLA on the second floor above the existing mall shops, and in part of the area now used as outdoor area at grade) to the 766,102<sup>2</sup> square feet of GLA that currently exists at Stonestown. (Note: As the entire department store building will be leased, both gross and GLA equal 150,000 square feet.) The proposed project would bring the overall total GLA of Stonestown to 1,023,084 square feet of GLA when completed. The proposed project would remove 194 parking spaces for the new department store construction and would add 350 new spaces in the basement. The new parking garage would provide 780 spaces, and restriping of existing surface parking would add 220 spaces, which would bring the total number of parking spaces at Stonestown from the current total of 3,314 spaces to 4,470 spaces, a net increase of 1,156 parking spaces.

The proposed project would add the following gross occupied area (as defined by the San Francisco Planning Code) is as follows: mall building: (first and second levels) 197,000 gross occupied square feet (including 64,000 gross occupied square feet of covered pedestrian mall area) ; basement 152,985 gross

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<sup>1</sup> This Gross Leasable Area does not include the 50,018 square feet of corridors and other public areas included in the mall building.

<sup>2</sup> Excluding: (a) Office space at Mezzanine which would be eliminated by the proposed renovation: 14,127 square feet GLA  
Warehouse at Basement: 97,138 square feet GLA which is proposed for conversion to parking.



occupied square feet of parking; proposed department store: 108,500 gross occupied square feet; proposed parking garage: 243,040 gross occupied square feet.

## **II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS**

### **A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT**

The Stonestown Shopping Center Renovation and Expansion Project is examined in this Initial Study to identify its potential effects on the environment. The proposed project may generate environmental effects that could be considered significant and these will be analyzed in the Environmental Impact Report (EIR) for the project. Potential environmental effects which require further analysis in an EIR include: compatibility with existing zoning and plans of the City; visual quality; transportation and circulation; air quality; noise during construction; and energy.

### **B. EFFECTS FOUND NOT TO BE SIGNIFICANT**

Some potential environmental effects would either be insignificant or would be mitigated through measures incorporated into the project design. These require no further environmental analysis. They include:

1. Land Use Compatibility: The project would be consistent with existing and proposed land uses in the project area. It would be part of an existing regional shopping center and would not disrupt or divide the physical arrangement of an established community, or have any substantial impact upon the existing character of the vicinity.

2. Relocation: No housing or businesses would be displaced for the new department store and parking garage.

3. Operational Noise: After completion, project operation would not perceptibly increase noise levels in the project vicinity. (Construction noise will be discussed in the EIR.)

4. Air Quality Impacts During Construction and Impacts from Odors/Burning of Materials: Construction of the proposed project would not violate any ambient air quality standard, create objectionable odors or involve the burning of materials. The project sponsor has agreed to mitigation measures



which would decrease particulates and emmissions from construction equipment by about 50 percent during the construction period.

5. Utilities and Public Services: Increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

6. Biology: The project would have no significant effect on plant or animal life as most of the site is paved or developed.

7. Geology/Topography: The project would be constructed under the supervision of California-licensed structural and geotechnical engineers, and would comply with all applicable seismic and life safety standards.

8. Water: Although some drainage patterns would be altered, the project would have no effect on surface water drainage as most of the site is paved or developed and surface water runoff is collected into the street storm sewer system.

9. Hazards: The site and the project would neither cause nor be affected by hazardous uses or health hazards. No interference with existing emergency response plans nor evacuation plans would be expected.

10. Cultural: No significant subsurface resources are expected to be encountered during construction. Mitigation measures would be implemented by the project sponsor to protect any potential resources on the site.

### III. ENVIRONMENTAL EVALUATION CHECKLIST

#### A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

Could the project:	YES	NO	DISCUSSED
1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map?	X	—	X
2. Conflict with the Comprehensive Plan of the City and County of San Francisco	—	X	X
3. Conflict with any other adopted environmental plans of the City or Region?	—	X	X



The project requires amendment of Conditional Use authorization (CU 76.31 and CU 76.32), approved by the City Planning Commission October 14, 1976, (Resolutions 7579 and 7580) which will be discussed in the EIR together with the project's conformity with the Comprehensive Plan and issues related to its compatibility with existing zoning.

B. ENVIRONMENTAL EFFECTS

- |   |            |           |                  |
|---|------------|-----------|------------------|
| 1. <u>Land Use.</u> Could the project:                                      | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
| a. Disrupt or divide the physical arrangement of an established community?  | <u>X</u>   | <u>X</u>  | <u>X</u>         |
| b. Have any substantial impact upon the existing character of the vicinity? | <u>X</u>   | <u>X</u>  | <u>X</u>         |

The proposed project would intensify development of an existing regional shopping center. The proposed uses would be consistent with surrounding land uses and would not disrupt or divide the physical arrangement of an established community.

An apartment development, owned by the project sponsor, containing 323 units of garden apartments and 360 units in several apartment towers is adjacent to the site on the south and west. Additional apartment buildings, a theater and a savings and loan building are also located west of the site across Buckingham Way. Two churches, a school and a single family neighborhood are north of the site. Another church is located along 19th Avenue at the east of the site. The project is not anticipated to have any substantial impact upon the existing character of the vicinity.

This topic requires no further discussion and will not be discussed in the EIR.

- |   |            |           |                  |
|---|------------|-----------|------------------|
| 2. <u>Visual Quality.</u> Could the project:  | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
| a. Have a substantial, demonstrable negative aesthetic effect?                                | <u>X</u>   | <u>  </u> | <u>X</u>         |
| b. Substantially degrade or obstruct any scenic view or vista now observed from public areas? | <u>  </u>  | <u>X</u>  | <u>X</u>         |
| c. Generate obtrusive light or glare substantially impacting other properties?                | <u>X</u>   | <u>  </u> | <u>X</u>         |



The project's design and its relationship to policies of the Urban Design Element of the Comprehensive Plan will be discussed in the EIR. The project would not block public views. However, it would affect views from nearby residences and this will be discussed in the EIR along with the project's effects related to light and glare.

3. <u>Population</u> . Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Induce significant growth or concentration of population?	—	X	X
b. Displace a large number of people (involving either housing or employment)?	—	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	X	X

As described in the Final Environment Impact Report, Proposed Stonestown Shopping Center Renovation Project, San Francisco, California EE76.74, certified October 14, 1976 (Resolution No. 7578) page 92, it is unlikely that the proposed project would alter the density of the area's population and/or have a growth-inducing effect.

No housing or businesses would require relocation in order to clear the site for the new department store and parking garage.

Construction, operation and maintenance of the project would create jobs. About 82-123 construction jobs<sup>1</sup> would be created by this project, mainly in the building trades, during two 8-month construction periods. Construction expenditures and employment would also generate short-term demand in other sectors of the economy, such as construction materials, retail and service sectors.

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<sup>1</sup> Based on a total construction cost of \$25 million, and two 8-month construction periods, (\$15 million during the first period and \$10 million during the second) there would be an average of about 123 workers during the first period, and about 82 workers during the second. (Source: Peter Nassler, Rudolph and Sletten, Contractors, San Francisco.)



Operation and maintenance of the project would generate about 734 new permanent jobs<sup>1</sup> at the shopping center.

This topic requires no further discussion and will not be discussed in the EIR.

4. <u>Transportation/Circulation.</u> Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	X	—	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X	—	X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	X	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X	—	X

It is not anticipated that the project would increase transit demand beyond capacity. However, transit, additional traffic and parking that would be generated by the project, and the effects of the proposed access road and Winston Drive underpass on existing transportation systems and facilities will be addressed in the EIR.

5. <u>Noise.</u> Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Increase substantially the ambient noise levels for adjoining areas?	X	—	X (Construction only)
b. Violate Title 25 Noise Insulation Standards, if applicable?	—	X	X
c. Be substantially impacted by existing noise levels?	—	X	X

<sup>1</sup> Based on one retail worker per 350 square feet of retail space (256,982 square feet ÷ 350 = 734 employees. (Source: California Office of Planning and Research, "Economic Practices Manual" January 1978.)



Sound levels near the site are dominated by vehicular traffic. Sound measurements made of the nearest noise-sensitive land uses to the project site (apartment buildings opposite the site across Winston Drive and Buckingham Way, and a church and school located to the northwest between Buckingham Way and Eucalyptus Drive) indicate a daytime equivalent noise level ranging from 53 dBA<sup>1</sup> at the vicinity of the church and school, and 59-60 dBA at the apartment buildings.<sup>2</sup>

The Environmental Protection Element of the San Francisco Comprehensive Plan contains noise guidelines for determining the compatibility of land uses with various noise environments. For retail uses, the guidelines recommend no special noise control measures in an exterior noise environment of up to a noise level ( $L_{dn}$ ) of 70 dBA. However, an analysis of noise reduction would be prepared for the project sponsor and recommended noise insulation features would be included in the project. For example, the project would include noise insulation measures (e.g. noise barrier wall construction, thicker window glass, noise reducing interior layouts, etc.) contained in the Noise Guidelines of the San Francisco Comprehensive Plan. As the existing noise levels do not exceed the recommended guideline level for a retail building, ambient noise levels would have no significant effect on the project.

After project completion, project operation would not perceptibly increase noise levels in the project vicinity. Operational noise would be regulated by, and the project would comply with, the San Francisco Noise Ordinance No. 274-72 (Part II, Chapter VIII, San Francisco Municipal Code). In the C-2 Use District, the ordinance limits equipment noise levels to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. at the receiver's property line. As equipment noise levels would be limited to 55dBA to meet the nighttime limit of the adjacent residential area, they would not be perceptible within the

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<sup>1</sup> dBA, a decibel (logarithmic unit of sound energy intensity) that is corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

<sup>2</sup> A copy of the noise report is available for review at the Department of City Planning Office of Environmental Review located at 450 McAllister Street, San Francisco. (The measurements were made between 1:50 p.m. and 3:33 p.m., Friday, July 29, 1983.)



sound-level context of the project. Further discussion of operational noise is not required in the EIR.

Project construction would occur over two 8-month periods (to meet the retailing needs of the Christmas season) during two consecutive years. It is planned that 50 percent to 80 percent of the construction work would be completed in the first 8-month period, and that during the second year the work would consist primarily of the renovation of the existing building. Project construction activities would temporarily cause noise levels to exceed those existing in the site vicinity.

Construction noise will be discussed in the project EIR.

6. Air Quality/Climate. Could the project:

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X	—	X
b. Expose sensitive receptors to substantial pollutant concentrations?	—	X	—
c. Permeate its vicinity with objectionable odors?	—	X	—
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	X	—	X

It is not anticipated that the project would generate substantial pollutant concentrations or objectionable odors. However, the project's air quality effects due to increased traffic, and its potential effects on sun, shade and wind will be discussed in the EIR.

7. Utilities/Public Services. Could the project:

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	—	X	—
b. Extend a sewer trunk line with capacity to serve new development?	—	X	X



- |  |               |
|--|---------------|
| c. Substantially increase demand for schools, recreation or other public facilities? | <hr/> X <hr/> |
| d. Require major expansion of power, water, or communication facilities?             | <hr/> X <hr/> |

According to the San Francisco Fire Department, the water supply to the area is sufficient for fire service purposes. No increase of personnel or equipment would be required due to this project.<sup>1</sup>

The shopping center itself is patrolled by the Stonestown security force. The proposed project is within the Taraval Police District, and the project area is patrolled 24 hours a day by radio-dispatched patrol cars of the San Francisco Police Department. The project would increase population and property on the site, which could increase the potential for crime-although this is difficult to predict. The need for additional police resources as a result of this proposed project is not foreseen.<sup>2</sup>

It is doubtful that the project would generate any significant increase in school-aged children. However, if it did, the school district could accommodate the increase due to a reduction in enrollment that has been experienced in San Francisco public schools.<sup>3</sup>

The proposed project would include approximately 64,000 GSF of enclosed publicly accessible open space as well as some exterior public areas. The project would not generate excessive demand on urban parks or other recreational facilities in the City. The project is not expected to have any direct effect on the maintenance of public facilities.

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<sup>1</sup> Edward J. Phipps, Assistant Chief, Division of Support Services, San Francisco Fire Department, letter communication, January 12, 1984.

<sup>2</sup> Hal Waterman, Planning and Research, San Francisco Police Department, telephone communication, January 3, 1984.

<sup>3</sup> San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pages 28 and 29.



The proposed project would result in increased use of communication services. Pacific Telesis does not anticipate any difficulty in providing service to the new buildings. Renovation to the existing mall buildings and basement would require some rewiring of these buildings for communications purposes and the relocation of existing telephone rooms.<sup>1</sup>

The proposed project would result in a net increase of water consumption at the site of about 35,000 gallons per day. The existing water mains that serve the existing buildings would be adequate to provide the required water supply to the proposed new construction. The San Francisco Water Department does not anticipate difficulty in serving the project.<sup>2</sup>

The amount of wastewater generated by the project (approximately 35,000 gallons per day) would be about the same as the water consumed. Existing sanitary sewer mains in the project area are adequate to transport the sanitary flows to the Richmond-Sunset treatment plant which has adequate capacity to handle these flows which are eventually discharged into the Pacific Ocean. If the Southwest Treatment Plant is built, sanitary flows from the project would be diverted to this facility. The Clean Water Department does not anticipate difficulty in serving the proposed project.<sup>3</sup>

The proposed project would generate about 1.7 tons of solid waste per day. The Sunset Scavenger Company currently removes solid waste from Stonestown, and does not anticipate problems in meeting the demands generated by the project. The Company transports the solid waste to a site in Altamount, Alameda County.<sup>4</sup>

There would be a net increase in the consumption of energy as a result of the proposed project. The project would meet (or exceed) the prescriptive standards

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<sup>1</sup> Don Perazzo, Building Industry Consultant, Pacific Telesis, telephone communication, January 4, 1984.

<sup>2</sup> Cy Wentworth, Water Estimator, San Francisco Water Department, City Distribution Division, telephone communication, January 4, 1984.

<sup>3</sup> Nat Lee, Clean Water Department, telephone communication, January 4, 1984.

<sup>4</sup> Steve Barbegelata, Manager, Sunset Scavenger Company, telephone communication, January 4, 1984.



of Title 24 of the California Administrative Code for energy efficiency. The Pacific Gas and Electric Company does not foresee any problems in meeting the demands of the project.<sup>1</sup>

In view of the above, all utilities and public services could serve the project with existing capabilities and this topic does not require further discussion in the EIR.

8. <u>Biology</u> . Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	X	X
c. Require removal of substantial numbers of mature, scenic trees?	—	X	X

As most of the site is paved or developed, existing vegetation consists of landscaping, flowers, shrubs and trees placed by the sponsor. The primary animals that use the site are insects and birds that visit or inhabit the landscaped areas. No existing trees would be removed. The project would include landscaping outdoors and in the enclosed pedestrian mall area.

This topic requires no further discussion in the EIR.

9. <u>Geology/Topography</u> . Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	—	X	X

The active San Andreas Fault lies about three miles southwest of the project site. The project site is classified as having a "very strong" intensity of

<sup>1</sup> Stu Tartatlia, Pacific Gas & Electric Company, telephone communication, October 17, 1983.



ground shaking in the event of a major earthquake. Moreover, conditions are probably present for liquefaction of the unconsolidated sandy soil during a major earthquake. (Source: Final Environmental Impact Report, Proposed Stones-town Shopping Center Renovation Project, San Francisco, California, EE76.74, certified October 14, 1976, pages 13 and 14).

The project would be constructed under the supervision of California-licensed structural and geotechnical engineers and would comply with all applicable seismic and life safety codes.

Grading and excavation for the new department store would generate soil and debris which would be removed by the contractor to an approved site in accordance with applicable regulations.

This topic requires no further discussion and will not be included in the EIR.

10. <u>Water</u> . Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Substantially degrade water quality, or contaminate a public water supply?		X	X
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		X	X
c. Cause substantial flooding, erosion or siltation?		X	X

The project area is completely urbanized and most of it is covered with impervious surface. There is no surface water at the site. Runoff enters the storm sewer system, is collected into a trunk sewer, together with sanitary sewage, and passes into the Richmond-Sunset treatment plant. From there it is eventually discharged into the Pacific Ocean. (FEIR, EE76.74, page 14).

Section 2903.1 of the San Francisco Building Code requires that the construction site be maintained so that it does not create or constitute a hazard. Adjacent streets would be mechanically swept by the contractor so that silt would not be washed into the storm drains and dust would be removed.

This topic requires no further discussion in the EIR.



11. Energy/Natural Resources. Could the project:

- |   | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|---|------------|-----------|------------------|
| a. Encourage activities which result in the use of large amounts of fuel, water or energy, or use these in a wasteful manner? | —          | X         | X                |
| b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?                            | —          | X         | X                |

There are no known natural resources on the site. This issue requires no further analysis and will not be addressed in the EIR. Project-generated and cumulative energy consumption impacts will be discussed in the EIR.

12. Hazards. Could the project:

- |   | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|---|------------|-----------|------------------|
| a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected? | —          | X         | X                |
| b. Interfere with emergency response plans or emergency evacuation plans?   | —          | X         | X                |
| c. Create a potentially substantial fire hazard?  | —          | X         | X                |

No hazardous substances are proposed for inclusion in the project, and no interference with emergency response plans or emergency evacuation plans would be expected. The project would increase building area and the number of persons using the site. This would not substantially increase the fire hazard at the site as the project would incorporate more extensive fire protection measures than the existing buildings on-site because of the more stringent standards of the Life Safety provisions of the San Francisco Building Code and of the State Building Code. Further, Stonestown Shopping Center's existing evacuation and emergency response plan would be amended to include the proposed project, by the project sponsor in consultation with the Mayor's Office of Emergency Services (see page 19). Therefore, it is not anticipated that the project would create a substantial fire hazard or emergency evacuation hazard and these will not be discussed in the EIR.



13. <u>Cultural</u> . Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	—	X	X
b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	X	X
c. Conflict with preservation of any buildings of City landmark quality?	—	X	X

The Final Environmental Impact Report, Proposed Stonestown Shopping Center Renovation Project, San Francisco, California, EE76.74 (page 31) states, "A survey of archaeological site files showed that there are no known archaeological sites in the immediate vicinity of the proposed project. The San Francisco Landmarks Preservation Advisory Board has stated that it is unaware of any existing historical landmarks in the immediate vicinity of the site and that it is considered unlikely that any past events would result in the declaration of a historic landmark or site of historical interest in this area in the future". The project sponsor has included a mitigation measure should evidence of cultural or historic artifacts of significance be found during project excavation (see page 19 of this document).

This issue does not require discussion in the EIR.

C. OTHER. Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?	X	—	X

Construction of the proposed access road, and the lowering of Winston Drive, would require authorization from the Department of Public Works, review by the Muni Railway and approval by the California Department of Transportation.



D. <u>MITIGATION MEASURES.</u>	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>DISCUSSED</u>
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	—	—	X
2. Are all mitigation measures identified above included in the project?	X	—	—	X

Mitigation measures currently proposed as part of the project are listed below. These measures, and possibly others will be included in the project EIR.

1. The project sponsor would require the general contractor to wet down demolition and construction areas at least twice a day to reduce dust generation by approximately 50 percent.

2. The project sponsor would follow the recommendations of California-licensed structural and geotechnical engineers in the design and construction of the project.

3. An evacuation and emergency response plan would be developed by project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

4. Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist or other expert to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.



E. ALTERNATIVES	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
Were other alternatives considered?	X	—	X

Several alternatives to the project are under consideration. These alternatives will be discussed in the project EIR.

Alternative 1, No Project: This alternative would retain Stonestown Shopping Center as it is today.

Alternative 2, Second Major Vehicular Access From West of Site: This alternative would add a second major vehicular entrance to Stonestown from Buckingham Way at the west side of the project.

Alternative 3, Alternative Department Store Location: Under this alternative the new department store would be located to the east of the existing mall, instead of on the west as proposed.

Alternative 4, Alternative Parking Garage Location: This alternative would locate the proposed parking garage on the east side of the existing mall, rather than west as proposed.

Alternative 5, No New Department Store: Under this alternative the project would consist primarily of enclosure of the mall and the addition of a new second floor retail area above the existing mall shops. Some additional parking would be provided. No new parking garage or major department store would be built.

F. MANDATORY FINDINGS OF SIGNIFICANCE	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	—	X	X



2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? \_\_\_\_\_ X \_\_\_\_\_
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? \_\_\_\_\_ X \_\_\_\_\_ X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly? \_\_\_\_\_ X \_\_\_\_\_ X
5. Is there a serious public controversy concerning the possible environmental effect of this project? \_\_\_\_\_ X \_\_\_\_\_

The potential environmental effects of the project related to compatibility with existing zoning and plans, visual quality, transportation, air quality, construction noise and energy require discussion in an EIR.

**G. ON THE BASIS OF THIS INITIAL STUDY:**

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers \_\_\_\_\_, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ✓ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

*Alec S. Bash*  
Alec S. Bash  
Environmental Review Officer

for

Date: 4/17/84

Dean L. Macris  
Director of Planning



ERAL AND STATE AGENCIES:

California Dept. of Transport.  
Cal. Transportation Branch  
P. O. Box 7310  
San Francisco, CA 94120  
Attn: Larry Layne

Area Air Qual. Mgmt. Dist.  
Ellis Street  
San Francisco, CA 94109  
Attn: Irwin Mussen

City's Economic Devel. Council  
Larkin Street  
San Francisco, CA 94102  
Attn: Mr. Bill Witte, Director

San Francisco Comm. for Util. Liaison  
on Constr. & other proj. (CULCOP)  
363, City Hall  
San Francisco, CA 94102  
Attn: Mr. Joseph Corollo

San Francisco Municipal Railway  
Planning Division  
4 Presidio Ave., Rm. 204  
San Francisco, CA 94115  
Attn: Peter Straus

GRUPS AND INDIVIDUALS:

Global Environmental  
Research, Inc.  
39 Market Street, Ste. 902  
San Francisco, CA 94102

Associates  
11 Broadway, Ste. 700  
San Francisco, CA 94612-2069

Emporium  
3 Market Street  
San Francisco, CA 94103  
Attn: G. Paulsen

Environ. Science Associates  
2 E. Hillsdale Blvd.  
Foster City, CA 94404  
Attn: Jo Julian

California Archaeo. Site Survey,  
Regional Office, N.W. Info. Center  
Department of Anthropology  
Sonoma State University  
Rohnert Park, CA 94928

REGIONAL AGENCIES:

CITY AND COUNTY OF SAN FRANCISCO:

Public Utilities Commission  
949 Presidio Ave., Rm. 150  
San Francisco, CA 94115  
Attn: Tom Jordan, Director  
Bureau Services

San Francisco Dept. Public Works  
Traffic Engineering Division  
460 McAllister Street  
San Francisco, CA 94102  
Attn: Scott Shoaf

San Francisco Real Estate Dept.  
450 McAllister St., Rm. 600  
San Francisco, CA 94102  
Attn: Mr. Wallace Wortman  
Director of Property

AIA  
San Francisco Chapter  
790 Market Street  
San Francisco, CA 94102

Coalition for San Francisco  
Neighborhoods  
Mrs. Dorice Murphy  
175 Yukon Street  
San Francisco, CA 94114

Downtown Association  
582 Market Street  
San Francisco, CA 94105  
Attn: Mr. Lloyd Pflueger

Environmental Impact Planning  
319 Eleventh Street  
San Francisco, CA 94103  
Attn: Susanne McAdams

Greater W. Portal Neighborhood Assn.  
419 Vicente Street  
San Francisco, CA 94127  
Attn: Mr. Howard Strassner

Calif. Dept. of Transport.  
Business & Transport. Agency  
P. O. Box 7310  
San Francisco, CA 94120  
Attn: Darnall W. Reynolds

Association of Bay Area Gov'ts  
Hotel Claremont  
Berkeley, CA 94705

Bureau of Building Inspection  
450 McAllister Street  
San Francisco, CA 94120  
Attn: Robert Levy, Superint.

Public Utilities Commission  
Bureau of Energy Conservation  
949 Presidio Ave., Rm. 111  
San Francisco, CA 94115  
Attn: Barbara Moy, Asst. Dir.

San Francisco Fire Department  
260 Golden Gate Avenue  
San Francisco, CA 94102  
Attn: Ed Phipps, Chief  
Division of Planning & Research

Water Department  
Distribution Division  
425 Mason Street  
San Francisco, CA 94102  
Attn: George Nakagaki, Manager

Bay Area Council  
348 World Trade Center  
San Francisco, CA 94111

Doris Dawdy  
3055 23rd Avenue  
San Francisco, CA 94132

Michael Dyett  
Blayney-Dyett  
70 Zoe Street  
San Francisco, CA 94103

Environ. Planning & Research, Inc.  
649 Front Street  
San Francisco, CA 94111  
Attn: Leslie de Boer



Sue Hester  
1536 - 20th Street  
San Francisco, CA 94114

Lakeshore Acres Imprvmt. Club  
10 Inverness Drive  
San Francisco, CA 94132  
Attn: William L. Fazio, Pres.

Lakeside Vtg. Merchants Assn.  
633 Ocean Avenue  
San Francisco, CA 94132  
Attn: Jane Gleason, Pres.

Markmerced Residents Organiz.  
2 Bucarell Drive  
San Francisco, CA 94132  
Attn: Lee Cowan, Chairman

Planning Analysis & Dev.  
10 Chestnut Street  
San Francisco, CA 94133

San Francisco Chamber of Commerce  
55 California Street  
San Francisco, CA 94105  
Attn: Richard Morten

San Francisco Labor Council  
355 Folsom Street  
San Francisco, CA 94103  
Attn: Bernard Speckman

PEAK  
S. R. Brandon, Pres.  
14 Moraga Street  
San Francisco, CA 94122

Taraval-Parkside Merch. Assoc.  
117 Taraval Street  
San Francisco, CA 94116  
Attn: Mr. Wm. Klussman, Pres.

DIA:  
San Francisco Examiner  
10 Fifth Street  
San Francisco, CA 94103  
Attn: Laura Itow

San Francisco Examiner  
0 - Fifth Street  
San Francisco, CA 94103  
Attn: Gerald Adams

Ingleside Terrace  
Homeowners Association  
150 De Soto Street  
San Francisco, CA 94127  
Attn: Ron Hummel, Pres.

Lakeside Homeowners Assn.  
64 Woodacre Drive  
San Francisco, CA 94132  
Attn: Edward Reidy, Pres.

Ocean Avenue Merchants Assn.  
1552 Ocean Avenue  
San Francisco, CA 94112  
Attn: Patricia Vaughney, Pres.

Parkside District  
Improvement Club, Inc.  
2187 - 40th Avenue  
San Francisco, CA 94116  
Attn: Wm. R. Marquerling, Pres.

San Francisco Beautiful  
41 Sutter Street  
San Francisco, CA 94104  
Attn: Mrs. H. Klussman, Pres.

San Francisco Convention &  
Visitors Bureau  
1390 Market Street, Ste. 260  
San Francisco, CA 94102  
Attn: George D. Kirkland, Ex.Dir.

San Francisco Planning & Urban  
Research Association  
312 Sutter Street  
San Francisco, CA 94108

Stonestown Merchants  
Association, Inc.  
20 Stonestown Mall  
San Francisco, CA 94116  
Mr. Steve Weinger, Pres.

West Portal Ave. Assoc.  
69 West Portal Avenue  
San Francisco, CA 94127  
Attn: Mark A. Shustoff, Pres.

San Francisco Bay Guardian  
2700 - 19th Street  
San Francisco, CA 94110  
Patrick Douglas, City Editor

San Francisco Progress  
851 Howard Street  
San Francisco, CA 94103  
Attn: E. Cahill Maloney

Steve Ishigo  
Menlo Trading Company  
25 Ingold Road  
Burlingame, CA 94010

Lakeside Property Owners Assn.  
846 Junipero Serra Blvd.  
San Francisco, CA 94127  
Attn: Ruth Lanier, Pres.

Ocean View, Merced, Ingleside  
Comm. Association  
141 Thrift Street  
San Francisco, CA 94112  
Attn: Mr. I. T. Bookman, Pres.

Kay Patchner  
Consumer Action  
1417 Irving Street  
San Francisco, CA 94122

San Francisco Bldg. & Constr.  
Trades Council  
400 Alabama Street, Room 100  
San Francisco, CA 94110  
Attn: Stanley Smith

San Francisco Junior  
Chamber of Commerce  
251 Kearny Street  
San Francisco, CA 94104

John Sanger & Associates  
2340 Market Street  
San Francisco, CA 94114

St. Francis Homes Assoc.  
180 Santa Clara Ave.  
San Francisco, CA 94127  
Attn: Forrest N. Faulkner, Pres.

Melba Yee, Dep. City Attorney  
City Attorney's Office  
Room 206, City Hall  
San Francisco, CA 94102

San Francisco Chronicle  
925 Mission Street  
San Francisco, CA 94103  
Attn: Evelyn Hsu

SFRG  
241 Bartlett  
San Francisco, CA 94110



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7215-4B  
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1867 Mission St.  
San Francisco, CA

16-12  
Eile M. McCormick  
10 Eucalyptus Drive  
San Francisco, CA 94132

7216-10  
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400 Eucalyptus Drive  
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7216-11  
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San Francisco, CA 94132

9-4A  
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Francisco, CA

7218-5B  
Fred & Tackia Muzlo  
300 Eucalyptus Drive  
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Geraldine R. Lineger  
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San Francisco, CA 94132

11-1  
Albert J. Ruppert  
20 19th Avenue  
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7219-4B  
Dorothy K. Kraul  
95 Rossmoor Drive  
San Francisco, CA 94132

7219-10  
C. C. & Irene Chiang  
3090 20th Avenue  
San Francisco, CA 94132

21-8  
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10 Stonecrest Drive  
Francisco, CA 94132

7231-9  
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120 Stonecrest Drive  
San Francisco, CA 94132

7231-3  
Mercy High School  
3250 19th Avenue  
San Francisco, CA 94132

21-11  
Charles A. DiCristina  
13 Stonecrest Drive  
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144 Stonecrest Drive  
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152 Stonecrest Drive  
San Francisco, CA 94132

21-14  
Barbara & Mary G. Ruane  
5 Stonecrest Drive  
Francisco, CA 94132

7231-15  
Chun Ting Hsian  
164 Stonecrest Drive  
San Francisco, CA 94132

7231-16  
Edward A. Fitzgerald  
170 Stonecrest Drive  
San Francisco, CA 94132

21-17  
William Tick Hong  
8 Rossmoor Drive  
Francisco, CA 94132

7231-18  
Mitchell C. & Harriet Sollod  
186 Stonecrest Drive  
San Francisco, CA 94132

7231-19  
Thuy Trung Thal  
194 Stonecrest Drive  
San Francisco, CA 94132

21-1  
11 of San Francisco  
2 Stonecrest Drive  
Francisco, CA 94132

7236-3  
John & Lavonne Arata  
222 Stonecrest Drive  
San Francisco, CA 94132

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Desmond & Evelyn Fitzgerald  
230 Stonecrest Drive  
San Francisco, CA 94132

21-5  
Ray & Georgia Manetas  
13 Stonecrest Drive  
Francisco, CA 94132

7236-6  
Ralph V. & Jane E. Brown  
246 Stonecrest Drive  
San Francisco, CA 94132



236-7  
Halle Rokusek  
4 Stonecrest Drive  
in Francisco, CA 94132

95-2  
mie Baptist Church  
55 19th Avenue  
n Francisco, CA 94132

95-15  
man Catholic Archbishop  
San Francisco  
. Stephens Church  
1 Eucalyptus Drive  
1 Francisco, CA 94132

95-10  
na Catholic Archbishop  
San Francisco  
1 Eucalyptus Drive  
1 Francisco, CA 94132

95-18  
an Catholic Welfare  
poration of San Francisco  
Eucalyptus Drive  
Francisco, CA 94132

8-6  
y of San Francisco  
7 19th Avenue  
Francisco, CA 94132

7236-8  
Hilday Lai  
262 Stonecrest Drive  
San Francisco, CA 94132

7295-14  
YMCA TR  
220 Golden Gate Avenue  
San Francisco, CA

7295-8  
Hellen F. Aitei  
501 Eucalyptus Drive  
San Francisco, CA 94132

7295-11  
Roman Catholic Archbishop  
of San Francisco  
601 Eucalyptus Drive  
San Francisco, CA 94132

7295-20  
Stoneson Development Corp.  
3150 20th Avenue  
San Francisco, CA 94132

7298-7  
San Francisco Unified  
School District  
3711 19th Avenue  
San Francisco, CA 94132

7295-1  
Col City Lakeside  
Presbyterian Church  
201 Eucalyptus Drive  
San Francisco, CA 94132

7295-16  
City of San Francisco  
St. Stephens Church  
601 Eucalyptus Drive  
San Francisco, CA 94132

7295-9  
Roman Catholic Archbishop  
of San Francisco  
601 Eucalyptus Drive  
San Francisco, CA 94143

7295-17  
Roman Catholic Welfare  
Corporation of San Francisco  
601 Eucalyptus Drive  
San Francisco, CA 94132

7296-4  
Stoneson Development Corp.

